City Gas Company Office, London,
July 9th, 1920.

TWENTY-NINTH MEETING.

THE SPECIAL CITY GAS COMMITTEE meets in the City Gas Office on Friday, July 9th, 1920, at 4 p.m.
PRESENT: Aldermen J.C.Wilson (Chairman) Harley and Seabrook, and Messrs. Duffield, Smart and Graydon.

66 CITY GAS MATTERS (see par. 47,48,63 and 65)

The Company submits the following proposition, namely:

Thousands Cu.ft. Gas used per month	No. of Accounts	"Readiness to Serve" charge per month	Revenue per month
Under 1	3,359	.35	$1,175.65
1 - 2	3,297	.60	1,978.20
2 - 3	2,215	.85	1,882.75
3 - 5	1,788	1.40	2,503.20
5 - 10	727	2.65	1,926.55
10 - 15	99	4.40	435.60
15 - 20	36	6.15	221.40
Over 20	56	10.00	560.00
			$10,683.35

The matter is informally discussed.

The scheme is amended by striking out "1 - 3" and substituting therefor "1 - 2" and "2 - 3".

Alderman Wilson suggested a service charge of forty cents per thousand allowing ten cents for each two hundred and fifty feet.

Mr. Duffield suggests thirty-five cents per nearest thousand feet.

The Committee appeared to think that the scheme submitted by Mr. Duffield, as amended, would be more just and equitable to the small consumer and appeared to be the most satisfactory that could be devised by the Committee.

Dr. Wilson suggests a service at cost, but the Company claimed that the system devised would be more equitable and not so liable to change.

Upon motion the Committee adjourned.

. . . . . .
Chairman.

Committee Room, City Hall,
July 23rd, 1920.

THIRTIETH MEETING.

THE SPECIAL COMMITTEE ON RAILWAY CROSSINGS meets in the Committee Room, City Hall, on Friday, July 23rd, 1920, at 8 p.m.
PRESENT: Alderman Dr. Wilson (Chairman) Watkinson, Moorhead and Drake.

67. MINUTES.

The minutes of the twenty-first meeting (second meeting of the Committee) are confirmed and signed by the Chairman.

68. SUBWAYS. (See pars. 11, 31, 51).

C.Forrester re Proposed Subways at Waterloo and Rectory Streets.

Referring to your letter of July 7th. the matter of proposed subways at Waterloo and Rectory Streets has been up with our Chief Engineer.

Subway at Waterloo St., would be very difficult to construct, due to the close proximity of York and Bathurst Streets, and the fact that we could not change the grade of our track over Waterloo St. to any extent, without serious detriment to our business, on account of the leads to the freight shed crossing over that street. To construct a sybway at Waterloo St. at all, would cost approximately $389,000.00, and this Company feel that subway should not be constructed there, for if the general scheme of track elevation at London is ever proceeded with, a subway at Waterloo Street would be useless.

In connection with subway at Rectory St. the cost of construction would be, if all present tracks were allowed to remain, $326,000.00. If we removed the most southerly track, that is the one running back of the roundhouse, this would be materially reduced, making a total cost of $265,000.00, of which we might expect that the Grade Crossing Fund would contribute $15,000.00. leaving $250,000.00 to be made up. This Company feel that the City should contribute [illegible]